3.2 Beales Road Upgrades

USAG-AK has proposed a road upgrade project located within Army lands on Fort Wainwright, Alaska. The project involves the construction of two new bridges, an access gate, road realignments, a water point and the adding of rip rap to prevent bank erosion along Beales Road at Fort Wainwright's DTA. The proposed road upgrades are along Beales Road, which is located approximately 7-10km south of Delta Junction and 1km west of the Richardson Highway.

The project involves the construction of railcar bridges to KD Range and Georgia Range, realignment of Beales South Road and construction of a gate, road realignment to access Wills Range, a water point at Observation Point 2 (OP2), and placement of rip rap at Arkansas Bridge. All projects are located along Beales Road in the DTA (Figure 78). Construction is scheduled for August 2004. The following is a description of each part of the Beales Road upgrade project.

Railcar Bridges to KD Range and Georgia Range
KD Range and Georgia Range are located in the Wills Range Small Arms Complex, DTA. These ranges are currently not directly accessible from Beales Road due to the Delta River Slough or "overflow channel" that runs parallel to Beales Road. Alternate access is via the road to Arkansas Range, which comes into the middle portion of the range, presenting a safety hazard if the range is in use. Access needs to be established on the east side of these ranges, closest to Beales Road. Concrete pilings will be poured on either side of the overflow channel and set back a few feet from the bank itself. Rip rap will be placed upstream and downstream of the pilings. A railcar bed will then be placed on the pilings, and gravel approaches will be constructed in the existing roadways. The Railcar Bridges project will encompass approximately 3.2 acres, including area within the overflow channel.

Beales South Road Realignment and Gate (Beales Range Complex Upgrade)
The Beales Range Complex is located in the Wills Range Small Arms Complex, DTA. This facility is the maintenance center for all ranges within the DTA and experiences significant seasonal flooding that impedes access at various times throughout the year. This project will re-route and harden the access road into the complex. The Beales Range Complex Upgrade will encompass up to 1.2 acres.

Wills Range Access
The Wills Range Access project is located at the intersection of Beales North Road and the road to Arkansas Range. The newly installed bridge that provides access to this area is at a slightly different angle than the old bridge. The road leading to the Range needs to be realigned in order for larger vehicles to access the range. The Arkansas Range road leads to the winter crossing of the Delta River and the winter trail that provides winter access to the northern portion of DTA West. The Air Force utilizes this road heavily during the winter months to maintain their targets in the Oklahoma Impact Area (Oklahoma Range). Large targets and scrap metal are often hauled using semi tractor-trailers that require a larger turning radius at this intersection. In addition, when the overflow channel cannot contain all of the water, flooding occurs across the road at this location. The construction area encompasses 3.8 acres.

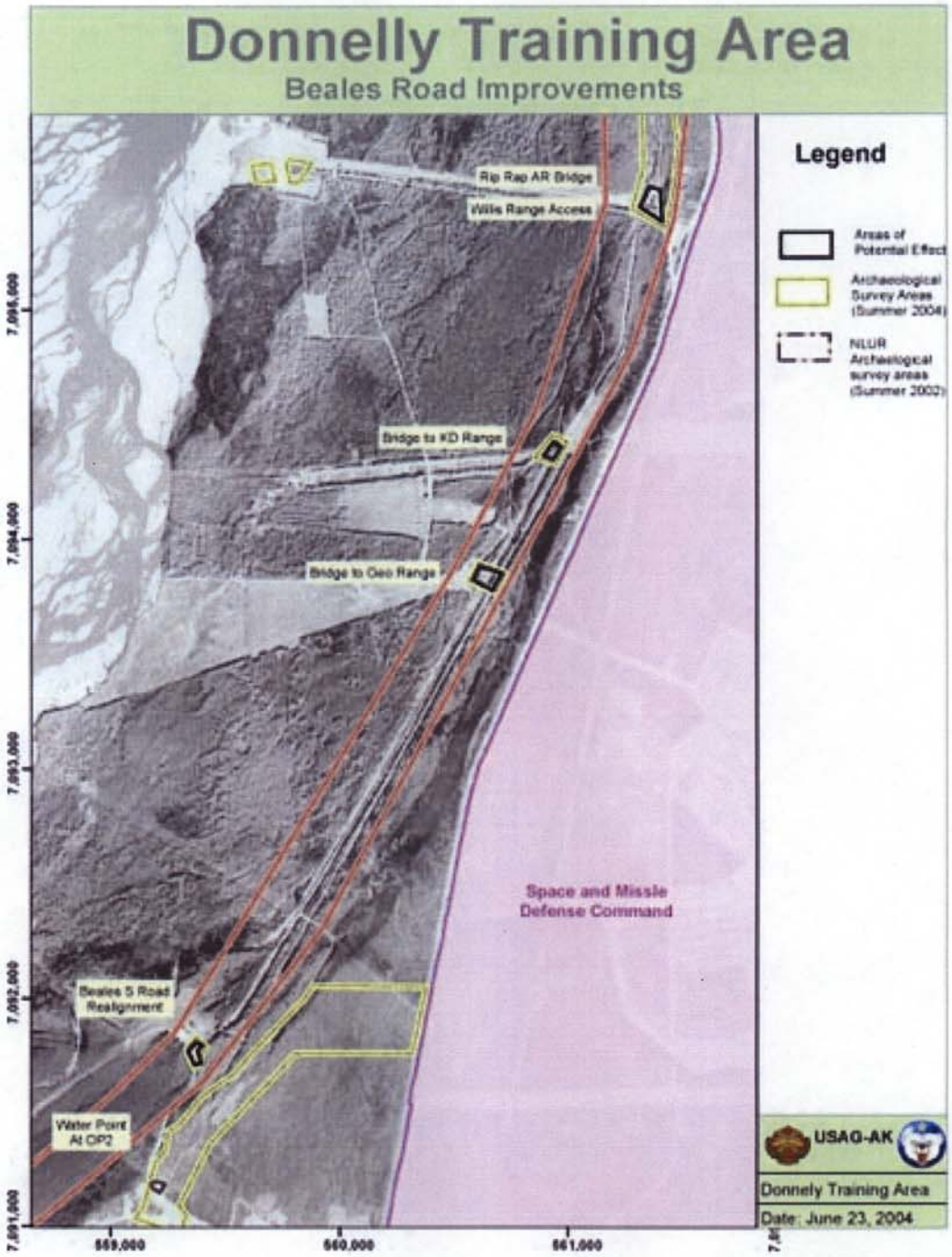

Figure 78. Location of the APE for the Beales Road project, Donnelly Training Area

Water Point at OP2

OP2 is near the new loading ramps and bivouac site constructed as part of the realignment of Fort Greely to the Space and Missile Defense Command. The facilities at OP2 are necessary to support troops deployed to DTA for training exercises. Additional facilities required to fully support deployed troops will be located in this general area. A water point consists of a well, a holding tank in a small heated building, a fill spout to allow filling of large water tankers, a hardened access road to the fill spout, and

protective barriers around the building. The water point at OP2 project will encompass approximately 1.9 acres.

Rip Rap Arkansas Range Bridge
The Arkansas Bridge Rip Rap project, located in the Wills Range Complex, DTA, will install large rocks along an existing railcar bridge crossing over a slough of the Delta River. This area is prone to flooding and while the installation of the bridge and removal of culverts have improved the hydrology of the area, bank erosion can still occur and compromise the integrity of the newly installed bridge. The rip rap armoring proposed for the Arkansas Range Rail Car Bridge will consist of an 18in. blanket of 12in. minus rock rip rap underlain with geo-textile material and toed in 2ft below the existing slough bed. The rip rap blanket will extend 40ft upstream and 120ft downstream of the rail car bridge on both banks. This project will require 416 cubic yards of bulk material excavation, and 436 cubic yards of rock rip rap. Commercial rip rap will be used for this project. This project will encompass approximately 0.12 acres.

Surveys and Field Methods
In the summer of 2002, one archaeological survey crew (comprised of two archaeologists) employed by Northern Land Use Research, Inc. (NLUR) surveyed the majority of Beales Road for a Golden Valley Electric Association, Inc. power line (Goodman et al. 2002). No cultural material was located and all but one of the project areas (water point at OP2) was covered by the 2002 NLUR survey.

In the summer of 2004, one archaeological survey crew (comprised of four archaeologists) employed by CEMML conducted a pedestrian survey of the proposed Beales Road upgrade project. The survey area was limited to the APE for all but one of the project areas (water point at OP2), due to previous coverage by the 2002 NLUR survey.

The project's APE encompassed an area larger than the anticipated construction footprint in order to ensure coverage of areas that may incur secondary impacts during construction or use. Parallel pedestrian transects spaced at approximately 20m intervals were walked systematically across the APE and surrounding area. Transect survey units were partitioned according to existing roads and trails where possible. When existing roads did not provide for practical unit boundaries, a one square kilometer work unit was defined. Systematic subsurface shovel testing was undertaken in areas considered to have high probability for containing archaeological sites. Areas that were shovel tested included but were not limited to: landforms affording a view of surrounding terrain; lake margins; ridgelines; terrace edges; hilltops; benches adjacent to steeper slopes; and bluffs. Shovel tests were typically 30cm in diameter and excavated into glacial till or consolidated outwash. All soil removed was screened through ¼in. hardware cloth. No cultural material was observed inside the APE.

Results
Pedestrian survey of the proposed project area failed to identify any cultural resources within the APE for the proposed projects. All but one of the project areas (water point at OP2) are located in the Delta River flood plane. All archaeological sites in the vicinity are located outside of the APE on the Delta River flood plane. The water point at OP2, located on the terrace, is the closest to an archaeological site (XMH-00273). This site is from the construction footprint of the water point at OP2 (Figure 79). The DTA archaeologist will

monitor the site during the construction of water point at OP2 to ensure that no damage occurs to XMH-00273.

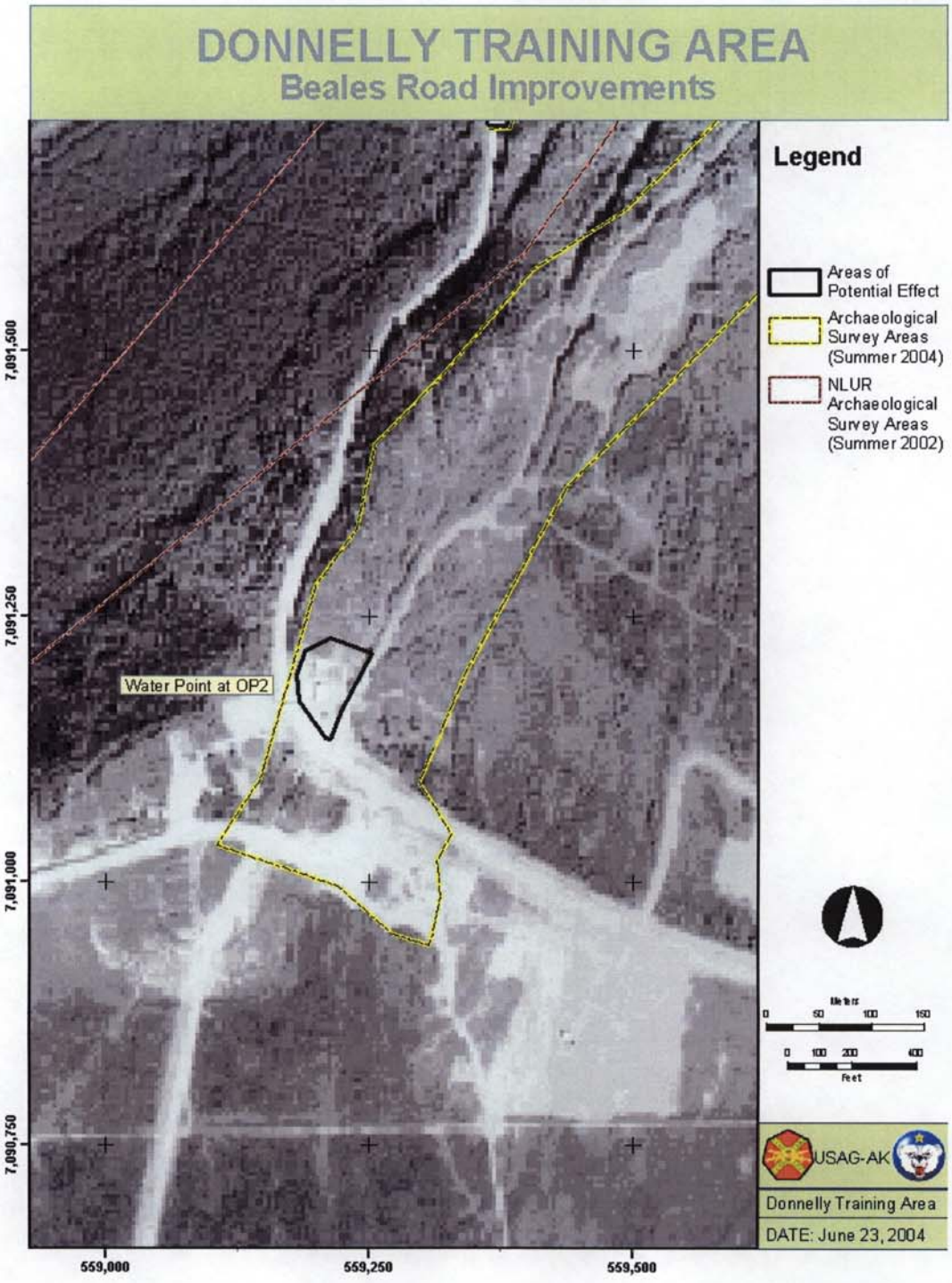

Figure 79. Location of the APE for the Water Point at OP2 and XMH-00273

Cultural Resources

Three prehistoric sites have been previously recorded within 1km of the proposed project area. These sites (XMH-00253, XMH-00273 and XMH-00287) are located

the Delta River. All but one of the project areas (water point at OP2) are located in the flood plain 100m below the terrace, in area that has not yet produced any cultural material (Bacon and Holmes 1979; Goodman et al. 2002; Higgs et al. 1999; Holmes 1979).

The following is a description of each recorded site near the currently proposed project area.

XMH-00253
Latitude:
Longitude:
Determination: Not evaluated

Site XMH-00253 is located on a glacial outwash terrace that overlooks , next to , approximately west of the Richardson Highway. The site was identified in 1976 and investigated in 1977 and consists of numerous flakes, scrapers, microblade cores, microblades, rejuvenation flakes, a core tablet, a burin, and burin spalls (Rabich and Reger 1978). This site was revisited in 2003 and no new artifacts were located. UTM coordinates for the site are:

Recommendations
Site XMH-00253 has been classified as a microblade production site. This site lies outside the APE for the proposed projects and was not evaluated to determine eligibility for inclusion in the National Register of Historic Places. If the APE is moved by later design alteration, or if further projects are proposed in the area, the site should be evaluated to determine eligibility.

XMH-00273
Latitude:
Longitude:
Determination: Not evaluated

Site XMH-00273 is located on a glacial outwash terrace that overlooks , approximately of the Richardson Highway. The site was identified in a 1979 survey and consists of two retouched flakes, several flakes of different material types and a large cobble core found on the surface (Holmes 1979). This site was revisited in 2004 for this project and no new artifacts were located. The location on the AHRS card is off by several hundred meters. The correct UTM coordinates for the site are:

Recommendations
Site XMH-00273 has been classified as a small lithic scatter. This site lies outside the APE for the proposed projects and was not evaluated to determine eligibility for inclusion in the National Register of Historic Places. If the APE is moved by later design alteration, or if further projects are proposed in the area, the site should be evaluated to determine eligibility.

XMH-00287
Latitude:
Longitude:

Determination: Not evaluated

Site XMH-00278 is located on a glacial outwash terrace that overlooks , approximately of the Richardson Highway. The site was identified in a 1979 survey and consists of a retouched flake and several flakes of different material types found on the surface (Holmes 1979). According to the 1979 site report, the site area was heavily disturbed by "roads, power lines, gravel pits and clearing" (Holmes 1979:86). This site was revisited in 2004 for this project and no new artifacts were located. The location on the AHRS card is off by several hundred meters. The correct UTM coordinates for the site are:

Recommendations

Site XMH-00278 has been classified as a small lithic scatter. This site lies outside the APE for this proposed project and was not evaluated to determine eligibility for inclusion in the National Register of Historic Places. If the APE is moved by later design alteration, or if further projects are proposed in the area, the site should be evaluated to determine eligibility.